

Triumph Mayflower Club



Worldwide Membership

WINTER ISSUE 2012 No. 143



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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Please note that from 1st October 2012 Brian Redshaw will be taking on the office of New Spares Secretary and so will be responsible for all spare parts

Please check Flower Power or the club's website for any updates with regard to this changeover

When writing to a committee member and you require a reply, please enclose a Stamped Addressed Envelope. Please note that all the above committee members fulfil their positions in their spare time and not as a full-time occupation, so when contacting them other than by letter, please ensure that you choose a reasonable time of day

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Cover: Nico Poortvliet's (1059) friend Rob van Beek thought up a different form of transport for his sons wedding in Holland

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.

IMPORTANT NOTICE

**NEW SPARE PARTS
SHOULD NOW BE
ORDERED THROUGH THE NEW
SPARES SECRETARY**

**BRIAN REDSHAW
8 Albatross Way, Darlington, DL1 1DN
Tel: 01325 262567
E-mail: brian21250@yahoo.co.uk**

Editorial comment . . .

Dear club members,

HOPEFULLY YOU have been able to enjoy a year full of Mayflower touring. As I reported in the previous magazine some of my priorities have shifted towards my two young sons so the Mayflower has had to stay in the garage during the summer. Luckily cars can not complain when left alone for a short while.

A few weeks ago I received the new quarter light rubbers I had ordered with John (the previous Spares Secretary). It is about time to change them since the ones on the car are the ones my Mayflower had when she left the factory in 1953.

It is (literally) hard to believe they used to be made of soft rubber. So if time allows I have a nice winter job for those lost hours. I will write a short article on fitting the new rubbers and hopefully the result will be a car that remains dry inside when it is raining.

I only received one article during the last months, so this magazine is not as full of members articles as you are used to.

Please try to find some time during the cold months (at least on this side of the world) to write down your stories. French, Dutch, German and of course English are no problem at all. I will take care of the translation.

Please enjoy reading and please keep on writing!

On behalf of myself and all the Officers of the club may I wish you all a Merry Christmas and a Very Happy 2013!

CLUB SUBSCRIPTIONS

If you have not yet paid your subscription for the Year ending March 31 2013

please do so as soon as possible

Please send your cheque for £25 to John Oaker

(US members may send \$43.00, made payable to John Gogay, who will pass it on)

Copy dates

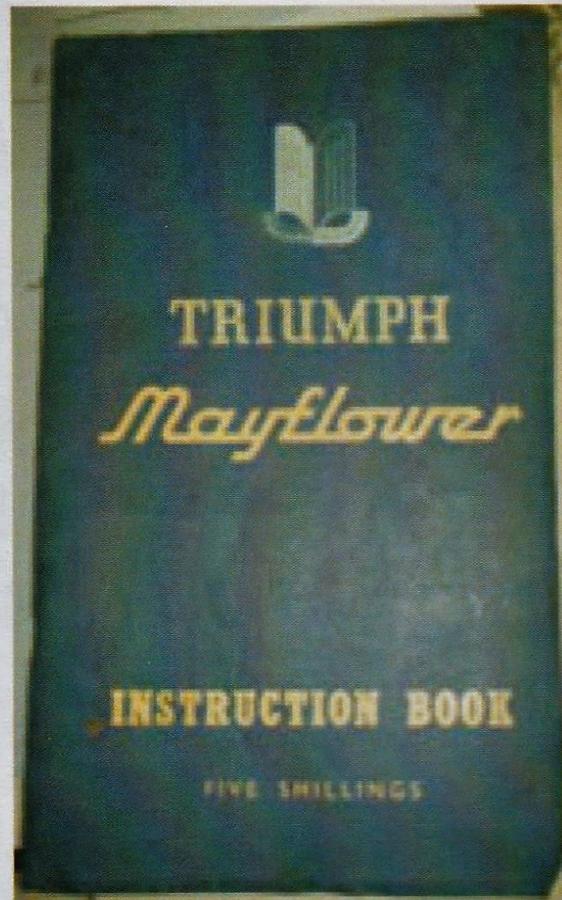
Copy deadlines to send your articles for the next editions of *Flower Power* are March 1 2013; June 1; and September 1.. All correspondence should be sent to Nico ten Wolde by post or by e-mail in English, German, French or Dutch.

Welcome

On behalf of the club, welcome and happy Mayflowering to our new member:

1162 Alan Hodges, 30 Seven Sisters Road,
Lower Willington, Eastbourne BN22 0RH

(REPRODUCED) INSTRUCTION HANDBOOK



£8.00 plus Postage
Available from: Spares Secretary

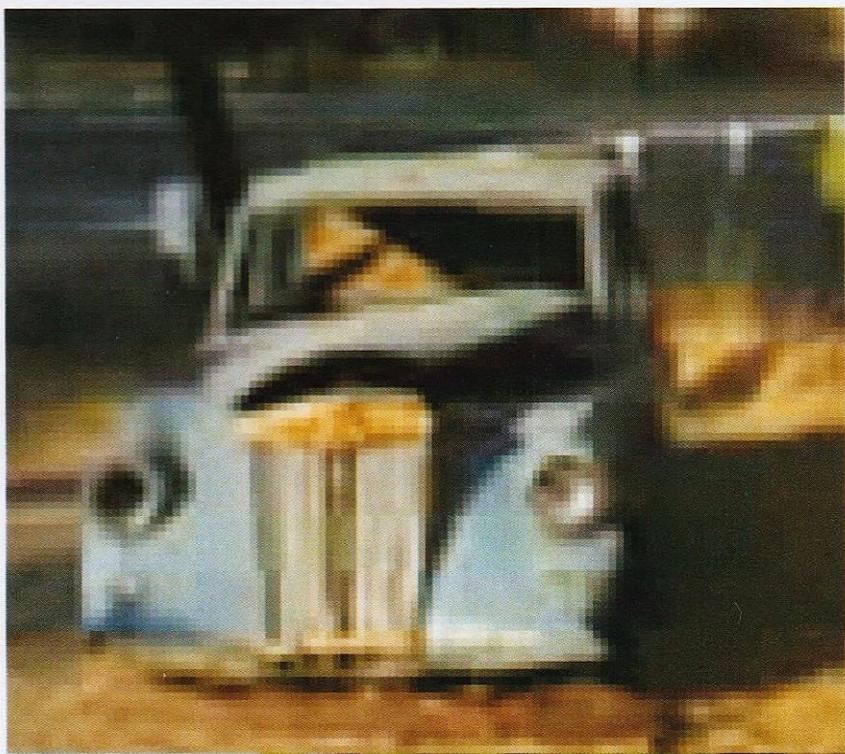
Letters

Lonely car in Samos

Dear Editor,

On the beautiful Island of Samos in Greece is this lonely little car. My Parents have been visiting Samos for the last 12 years and it has been in the same place slowly disintegrating.

This year was my first visit to the island and I felt someone should be aware of the wreck it has become. It is on the main road between Pythagorio and



Samos town, not far past the turning to the marina and only about 10 minutes drive from the airport.

It is a complete wreck but I am sure that someone could love it enough to save it. It appears to be parked on waste ground, so probably no one owns it.

I do hope something can be done, as I felt sad for it every time I drove past. I wouldn't have known what make it was except that my Dad recognised it and I said there must be an Owners Club for it.

Regards
Julie Gilfoyle, Chester

Secretary's reply

Dear Julie,

Good afternoon and thank you for sharing your snaps and news with me. Indeed the car does look a little sad but a little bit of a classic sculpture!

My car is the same colour as your car but mine occasionally goes!

I have/will forward your e-mail and photographs to the guys who sort out our magazine. I am sure that they will be able to share your story with our members.

Unfortunately, we are a small club with 140 members throughout the world. Again, unfortunately, there are no members in Greece.

If you e-mail me your address I will send you a copy. The magazine is due out at the beginning of Decemberish. It is very okay to e-mail a reminder of this promise.

Thanks again
John Oaker

.... and from Julie

Hi John,

I would like to see a copy of your club magazine, thank you. Perhaps one of your members could be tempted to a holiday in Samos and take pity on this poor little car.

It is a quiet, beautiful island with very friendly people, fabulous wine, fantastic food. Like all of Greece, it could keep a scrap metal merchant going for some time, with the wrecks of cars, buses, motorcycles, lorries, JCBs, caterpillar vehicles and shipping containers!

It would probably help their economy if the Government rounded it all up. They seem to take the attitude that if it breaks don't bother

fixing it, just leave it where it is. There is a VW Golf (I think) with the front smashed in not far from a leaning road sign with the remains of dead flowers tied to it. I'm guessing the driver didn't make it.

A friend of ours from Samos, sold his very powerful motorbike (his wife's idea to sell, not his) 4 days later, the new owner collided with some sheep, wrote the bike off and ended up in hospital. The shepherd is demanding compensation for his dismembered mutton, but I doubt that he will get it as it is probably only hire cars who have insurance.

Kind regards
Julie Gilfoyle
17 Churchward Close
Chester CH2 2BG

Wedding transport

Hello all,

With only less than 10 Mayflowers left in the Netherlands, our beloved Triumph is a real head turner over here. But real unique was what my Mayflower pal Rob van Beek thought out to brighten the wedding of his son.

I think that this wedding transport was more special than the longest stretched limo or the smartest Rolls-Royce. Best wishes to Ronny and Claudia!

Kind regards,
Nico Poortvliet (1059)
Kortgene, Netherlands

See picture on front cover



CONTACT SETS
£9.00 EACH
Both available from the Spares Secretary

Fitting an electric fuel pump

Dear Members,

There is a line from a John Denver song; "Some will never leave the nest while some will walk upon the moon". He might also have sung, and some learn everything the hard way. That would describe me!

When I first got my Mayflower I thought I had a fuel pump problem. I learned that I could use the top part of the fuel pump and diaphragm but not the spring as fitted to the Perkins 4.236 engine in the Massey Ferguson 100-10 series.

This however did not solve the problem. I discovered that the problem was what we used to call vapor lock or vaporization, very common in the Ford 10 cwt Pickup and Van.

I decided that the problem was the heat from the engine was causing the problem at the fuel pump. An electric pump seemed to be the answer.

As I did not want a very strong pump in case of flooding I went for an SU Pump as fitted to the Morris Minor. I got a pump from Holden Vintage and Classic, this is an SU Pump with electronic insides, positive or negative earth, written on the side of the box 1.5 lbs sq in.

Using a piece 3 angle x 3 x 3 as bracket I made a cardboard template of the bottom of the pump and transferred it to the bracket. This I found was the most difficult part of the job.

Having drilled the bracket from the template markings I had to do it again as there was not enough clearance for the mounting bolts and the pump outlet must be higher than the inlet. I got a steel braided fuel pipe as fitted from the pump to the carb on the Morris Minor from Charles Wares MM Centre.

What I could have also got was the olive and nut to fit on the inlet side of the pump as the olive is soldered on to the pipe, I already had these from a scrap MM.

I positioned the pump on the inner wing using the new fuel pipe attached to a piece of copper pipe about two inches at the carb. I drilled and bolted the bracket where the jack would have been located.

A previous owner had fitted a plastic pipe at the inlet of the old pump so I disconnected this and having dipped it into a mug of hot water I was able to attach it to a new pipe I made up for the inlet side of the new pump and secured it with a jubilee clip.

Having got all my connections tight. I ran a wire from the pump to a simple pull on and off switch located on the dash on the driver's side and another wire from the battery to the switch.

To date this has worked very well, any problems have not been from vaporization. I should of course connect the pump to the ignition switch or somewhere controlled by the key as I have a habit of not switching off the pump when switching off the engine and not switching on the pump when starting.

All and all this is not a difficult job if you have your bits and pieces to hand. There is nothing worse than the engine cutting out at a road junction and having one of Homer Simpson's relations stuck up your rear end.

Harry Mulcahy 1032
Ireland

40-year-old Mayflower line

Hi John/Nico,

I was at Stoneleigh yesterday displaying my Mayflower on behalf of the club.

Next to my car was an excellent Roadster belonging to Phil Head. You may not want to use this but it's there for you anyway. One guy I had a conversation with said he retired from Lockheed of Leamington in 1997 and they still had a line called the Mayflower Line 40 years on.

Regards Ed Copson

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Oldest club registered Mayflowers

by Eddie Copson

BELOW IS PART of a list compiled of all Mayflowers registered with the club from 1974 showing the earliest TT numbers. The details were typed from hand written or early typed information over the past 38 years and as there have been a number of different secretaries over that period the list will probably have a few omissions.

Club	No.	Name	Address	Comm	No TT..	Reg No	Year	Comments
	279	Keenan T			135 DL	NPP 244	9/1/1950	Lost contact
	128	Jockel H	331 Beaconsfield Blvd, Beaconsfield Quebec, Canada		164 LDL		1/1/1950	Lost contact
	147	Ireland I	6 lawnsmead., Wonersh, Guildford, Surrey		355 DL	WMD 111	10/12/1950	Lost contact
	731	Cunningham J	154 Newcastle Road, Kilkeel, Co Down BT34 4NN		362 DL	LVS 854	4/30/1953	Lost contact
	891	Wilkes M	Boundary Lodge, Crawley Le, Kings Bromley, DE13 7JE		382 DL	HCR 817	9/30/1950	Oldest car
	721	Jones L	Swan Inn, Torrington Street, Bideford, Devon EX39 4DP		393 DL	FA		Lost contact
	133	Fenton A	18 Chart House Rd, Ash Vale, Aldershot		490 DL	BVV 636	1/1/1950	Lost contact
	597	Ingles D			490 DL	BVV 636	1/1/1950	Lost contact
	700	Russel D			490 DL	BVV 636	1/1/1950	Lost contact
	3	Varney R	32 Mackie Rd, Filton, Bristol, BS34 7NA		537 DL	NHW 459	12/1/1950	Lost contact
	256	Schulze M	W Germany		767 DL	GMV 416	10/24/1950	Lost contact
	468	Reed K			1164 DL	LOB 57	11/29/1957	Lost contact
	745	Suffolk R	Lazy Hill Garage, Walsall Wood Rd, Aldridge WS9 8HA		1297 DL	NCV 501	12/1/1950	Lost contact
	745	Suffolk R	18 Holte Road, Atherstone, West Midlands CV9 1HW		1297 DL	NCV 501	12/1/1950	Lost contact
	1025	Locking F	10 Aspen Close, St Mellows, Cardiff CF3 OBT		1326 FR	SSJ 818	9/1/1978	Lost contact
	224	Wooliscroft J			1388 DL	ORB 639	1/1/1950	Lost contact
	439	Smith F			1388 DL	ORB 639	1/1/1950	Lost contact
	863	McKeefry P	81 Staffordstown Rd, Ranaldstown, Co Antrim BT41 3LQ		1388 DL	ORB 639	12/1/1950	Lost contact
	1051	Montgomery J	11 Lisnamurican Rd, Broughshane, N Ireland BT42 4QG		1388 DL	ORB 639	12/9/1950	2nd oldest car
	648	Shaw N	65 White Avenue, Langold Worksop, Notts S81 9PJ		1569 DL	NHW 238	11/29/1950	Lost contact
	896	Manning D	47 West St Widdings, Alfreton, Derbyshire DE55 4EW		1569 DL	NHW 238	11/29/1950	Lost contact
	153	MacDonald M	Canada		1867 LDL		1/1/1950	Lost contact
	606	Don Coffi	8215 Woodman La Newcastle California 95658, USA		1899 LDL		1/1/1951	Lost contact
	1136	Fielding M	41 Cliff Street, Blackburn BB1 4EE		1942 DL	AEO 231	12/31/1951	3rd oldest car
	80	Arnold R			1976 DL	GWM 700	1/1/1950	Lost contact
	1125	Stamnes Terje	Fagerhaugveien 10, 7510 Skatval, Norway		2502 LDL			3rd oldest car

NEW STOCK OF
FAN BELTS
Part No. 200203
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These have to be purchased by the club in large quantities to keep the cost down so please help club finances by ordering one for a spare from the Spares Secretary

SPARES SECRETARY

Brian Redshaw

Telephone: 01325 262567

E-mail: brian21250@yahoo.co.uk

DVLA MoT new rules

by John Oaker, Membership Secretary

On November 7, 2012, as the named Triumph Mayflower Club contact with DVLA Swansea, I received the following letter. In order to share this letter with you, I copy it in its entirety:

Pre 1960 vehicles

Dear Mr Oaker,

I am writing to notify you of a change in legislation that may impact a number of your members. From November 18 2012, vehicles manufactured before January 1 1960 will become exempt from the requirements to have a mandatory MoT test.

I can confirm that these vehicles will still be required to be in a roadworthy condition apply to vehicles when used on a public road. Keepers of pre-1960 vehicles will still be able to take a voluntary MoT test at all approved testing stations.

This means that on or after November 18 2012, keepers of vehicles who need to tax their pre-1960 vehicles will not need to produce a valid MoT pass certificate when applying for a tax disc.

Any application to tax via the Post Office or Local Office will require a completed V112 (Declaration of exemption from MoT testing) where the customer declares that their vehicle is exempt. In addition, the DVLA electronic vehicle licensing system will enable customers with pre-1960 to tax without a MoT from November 18 2012.

This exemption will also apply to vehicles where a date of manufacture is not on the Driver and Vehicle Licensing Agency (DVLA) system, but the date of registration is recorded as being before January 7 1960. We also apply this policy to the qualification criteria for pre-1973 Vehicle Excise Duty exemption.

I can confirm that the Agency will continue to allow pre-1960 vehicles to either transfer or retain their registration mark using the current cherished transfer scheme provided a voluntary MoT has been passed. This is to ensure that vehicles are still in existence and prevent potential fraudulent claims for attractive marks.

When keepers believe their current vehicle should be exempt due to the law change but their Vehicle Registration Certificate (V5C) does not reflect this they will need to write to the DVLA to request a change. The address to write to is DVLA, Swansea, SA99 1BA.

In order to ensure the accuracy and integrity of the vehicle records held at DVLA, it is important that evidence provided to amend or add information already held in our system is accurate and truly reflects the vehicle for which it is issued. Therefore it has been decided that for these specific cases, requests will only be considered when it has been accompanied with an extract from the manufacture/factory record or an extract from the appropriate "Glass's Check Book". Both these documents will have a direct link to the chassis number that already should have been accepted and recorded on the vehicle record as part of the initial registration process.

I can confirm that for these specific cases, DVLA will not accept general dating certificates as evidence to amend or update the date of manufacture. Such certificates will however, continue to be accepted for other purposes such as V765 claims and requests for age related numbers for recently restored or recently imported vehicles.

I trust this explains the situation.

Yours sincerely,

Claire Rush

(Corporate Affairs Directorate)

Any further correspondence please contact via the following links:

e-mail address: claire.rush@dvla.gsi.gov.uk

website: www.direct.gov.uk/motoring

I would be very interested to hear from anyone who has insured their Mayflower since the ease in the MoT legislation. What was the insurance company's attitude to "no MoT" and consequently no proof of "road worthy condition?"

John Oaker

Top Gear request picture!

by John Oaker, Membership Secretary

I RECEIVED THE following letter from the makers of the BBC television programme *Top Gear*. Although I am sure that the end result will be a glorified micky-take of our beloved car I took the opinion that any publicity is better than no publicity!

Dear John,

I am one of the producers of the *Top Gear* DVD due for release in mid-November for Christmas.

Oyster Productions make the programme for the BBC.

We are currently editing and would like to use a couple of images of a Mayflower.

I hope you can help us.

In an ideal world, a few images showing front/side on/rear views of owners' cars in as high a resolution as possible would be wonderful.

It is to be part of a short piece discussing a number of cars over the years - a light-

hearted debate between James May and Jeremy Clarkson.

If we could be sent in j-pegs or downloads, that would be perfect.

However, we would like to avoid any copyright issues. So we need to know the source of the image.

I would offer the Club a credit in our Thank You section at the end of the programme if that was acceptable.

As ever in TV, we are in a rush for these images. I hope you can help.

Best regards

Ian Brown

Oyster Productions Ltd

I arranged for some of our members to send in pictures of their cars and I understand that the DVD is now available although I have not seen it myself. I would be interested to hear from anyone who feels brave enough to purchase a copy.

WANTED YOUR CONTRIBUTION

Any stories about Your Restoration

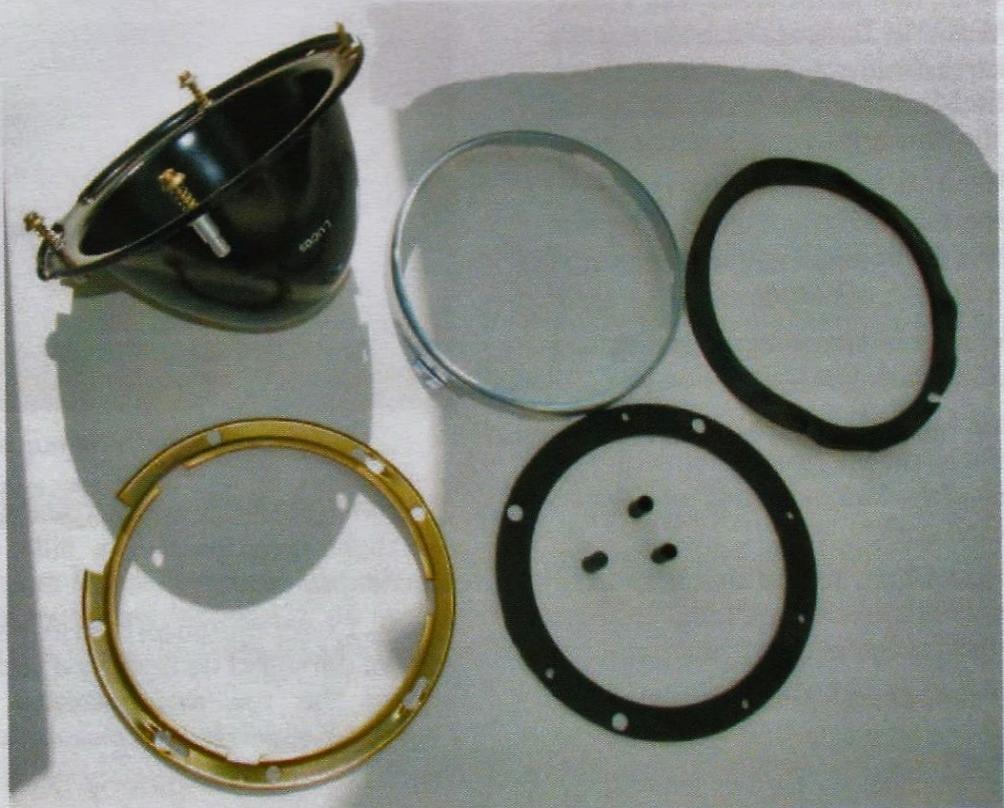
Your trip to a Rally

Your day out

Your Mayflower

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Tracking your Triumph Mayflower

by Ed Copson

IN MY CAPACITY of Technical Advisor for the club I was asked for information on how to track and adjust the Mayflower tracking with radial tyres. I hope that this article may just help some other members.

The tracking should be $\frac{1}{8}$ inch in with cross ply tyres, radials were not fitted to our cars but I would guess it to be $\frac{1}{8}$ the same.

It is a good idea to check for wear first, so I would go through the following routine:

1 — Check for wear on steering linkages. Get someone to shake the steering wheel gently whilst you look at the four ball joints on the drag link and track rod ends.

2 — Jack one wheel up and check for wear on steering and suspension joints by shaking the road wheel sideways and up and down.

3 — Lower the car onto jack stands and jack under the suspension just to take a little weight and again check for wear on the suspension joints.

4 — A little movement on the tapered wheel bearings is okay and some movement can be



Close up of offside adjuster

taken out by removing the dust cap, split pin and tightening the nut a little to the next castleation.

5 — Check the wheel rims to make sure they are not damaged by holding a secured pointer against the rim and spinning the wheel. Damaged wheel rims will give a false reading.

6 — Now for the tracking. Drop the car onto a flat surface. Slacken off the two locking nuts on the track rod. The rod is threaded both ends, left hand and right hand, so one turn of the



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continued from page 12



Nearside adjuster

Track rod will move the wheels by about $\frac{1}{2}$ inch. Mark the rod in some way.

7 — Roll the car back and forward (important) and re-check the towing in. Adjust accordingly.

The service garages use a very neat tracking device that has a mirror and fits easily onto the outside rims of the road wheel. You obviously get charged for this and unless you ask for the checking of the above you could easily be wasting a lot of money.

The way I did it was to make up my own track checking device that just squeezes under the car as shown. Anyone interested I will supply measurements (e-mail number on inside front cover of *Flower Power*).

Derek Goodyear

My late father Derek Goodyear was a founder member of the Triumph Mayflower Club, I have not long lost both my parents and would like to share my memories and experiences of the early days of the club and photos, please find attached a artist drawing of my father's car from the forming of the club.

Kind regards, Mark Goodyear



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One owner for 56 years until I acquired her after over 40 years in dry storage. The following work has been done: Engine rebuilt; Brakes overhauled; New tyres and tubes; New inner and outer sills, outriggers etc; Resprayed in black; Flasher conversion and much additional work. Would benefit from a bit more TLC. The Mayflower is MoT Tested and taxed.

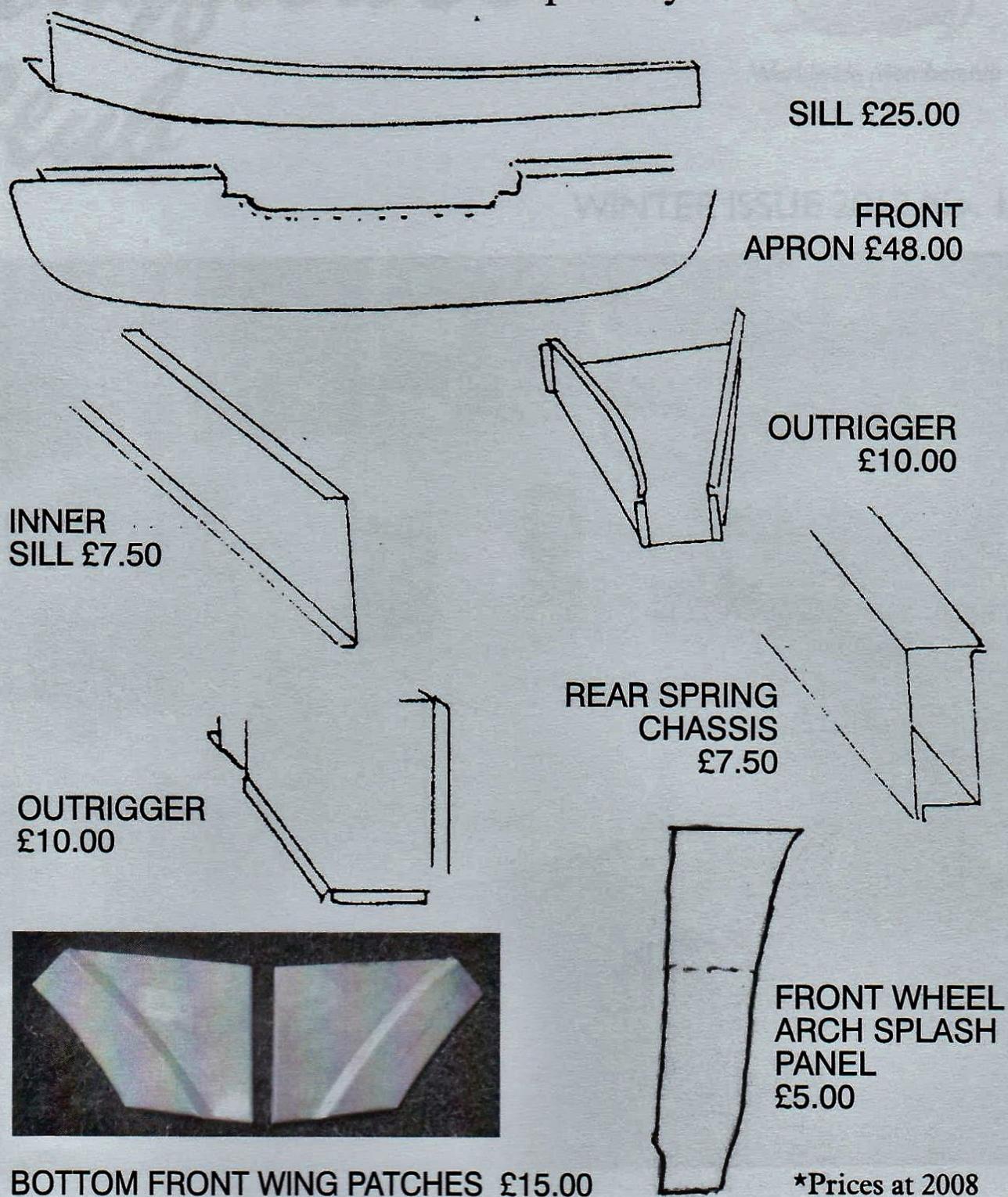
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